

April 3, 1984

LB 983

PRESIDENT: Senator Beutler. I assume someone is going to move this. motion is to advance the bill. Senator Beutler, do you wish to be heard?

SENATOR BEUTLER: Mr. Speaker and members of the Legislature, I hope before you vote to advance this bill you will take once again a serious look at the bill and give it some very serious consideration because I think it has a lot of problems that need to be corrected and I think there needs to be a great deal more thought given to this particular piece of legislation. First of all I might remind you that with regard to this particular legislation we seem to be taken a legislative tack which is considerably different from what we have done in the past. Whereas in the past usually we are very specific as to how wide something can be, how long it can be, how high it can be, when it has a red flag, what kinds of stickers it has on it, what kinds of tail lights it has on it. Well in this particular case we are kind of chucking all of this specific legislation, we are saying well the Department of Roads can just decide all of that stuff for itself. I might point out to you in that regard that I think that there is one major flaw in the bill that should not be overlooked, and that is the provision that says that the extra long vehicles that are being authorized under this particular bill, that the provisions of subsection 1, on page 3 and 4 do not apply. Well that makes some sense in terms of those articles of subsection 1 that have to deal with the length of vehicles because obviously we are trying to authorize a vehicle which is longer than what is currently permitted. But one of those subsections has to do with the weights on tandem axles and how much gross weight can be carried on these different tandem axles. It seems to me what this bill is saying is that those axle weight provisions do not apply to triple trailers. Now, the Department of Roads is giving permits, but they need some kind of standards and authority in order to reject an application for a permit. They could not reject a permit, in my opinion, on the basis that the axle weights were too great. So what you have is a way around the law in terms of what axle weights provide. So it is too broad in that respect. I wanted to go back briefly to the point that there are no standards provided in there as to